INTELLUT Sanitized Copy Approved for Release 2011/03/22 : CIA-RDP82-00457R011300040005-1 **CONFIDEN** FEB 1952 51-4AA ENTRAL INTELLIGENCE AGENCY CLASSIFICATION ret/control - u.s. officials only 50X1-HUM SECURITY INFORMATION INFORMATION REPORT CD NO. DATE DISTR. 8 April 1952 COUNTRY Germany (Russian Zone) SUBJECT Reichsbahn Generaldirektion Locomotive and NO. OF PAGES 3 Railroad Car Repair Plans for 1952 NO. OF ENCLS. DATE OF INFO. 50X1-HUM SUPPLEMENT TO **PLACE** REPORT NO. **ACQUIRED** THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 THIS IS UNEVALUATED INFORMATION AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVE-LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON 15 50X1-HUM PROHIBITED BY LAW. . THE REPRODUCTION OF THIS FORM IS PROHIBITED Repair planes for the operational park of rolling stock (locomotives and railroad cars) Locomotives 3 plans are put forward herewith 50X1-HUM for locomotive repairs: Plan 1. Repair Plan for 1952 - Financial Plan authorized as Investment: Plan in the Budget. Plan 2. Necessary Repair Plan according to the proposals of the technical department (Abt. IV) Plan 3. Maximum Flan for 1952 (Prospective Plan). Damage Group\*\*\* Plan 2 Plan 3 Plan 1 900 LO 900 900 850 924 850 L2580 580 580 LOK 852 930 930 1.3

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Damage Group***	Plan 1	Plan 2	Plan 3
a spir attraction and a displace described in	890	1,040	1,040
Total	4,246	4,300	4,300
Supplemntary Investment	80 overeitstaatsgefan	400	180
Grand Total	4,226	4,700	4,480

Plan 1 already includes 50 13's and 25 L4's more than the original Plan, comprising 4,071 locomotives. The locomotive works are in a position to carry out these plans, providing the planned materials are actually placed at their disposal. Plan 2 shows what is really necessary as regards locomotive repairs in 1952 and includes in Damage Groups L3 and L4 a larger number of locomotives in need of repair, namely 154 altogether, and at the same time an additional capital lay out for 400 locomotives from the park of damaged rolling stock. Plan 3 represents the maximum Plan for the works and includes the repair of all locomotives in Plan 2.

This repair capacity can only be reached by the Railroad Repair Shops if the timely supply of materials can be assured, particularly bottle neck materials such as heating and smoke pipes, copper, sheet iron and strip iron for wheels. The repair of locomotives from the park of damaged rolling stock cannot be taken over by the workshops as additional capital investments, but will have to be handed over to industry.

## 2. Railroad care

Plan 1. Repair Plan, regarded as the general plan for 1952.

## a. Freight cars

Yearly overhaul (Jot!) (RAWs) Yearly overhaul (Jot!) (Lokdepot Medium overhaul (MI) (RAWs) Main overhaul (HI) (RAWs) General repairs (GR) (RAWs) General repairs (GR) (VER)	SN)	53,850 1,840 15,000 23,838 6,100 2,425	(Investment) (Investment)
	Total	103,053	

## b. Passenger coaches

Yearly overhaul (Jotu) (RAWs) Main overhaul (HU) (RAWs)	6,818 2,002
General repain (GR) (RAWs)	859 (Investment)

Fotal 9,679
Supplementary Investment(VEB) 202

9,881

With regard to railroad car repairs, Plans 2 and 3 have been left out, since on the basis of the authorized Plan everything will be repaired. An improvement in material supplies will enable an appreciable reduction in repairs at the Depot (G1 and G3) to be made.



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*	Comment: Department V, which controls the Railroad Repair Shops, (RAWs).
<del>**</del>	Comment: Colonel Kalabushkin second deputy
	General Voronichev, head of the SCC Transport Department.
<del>«xx</del>	Comment: classes
	-L3 are minor to medium type locomotive repairs, and class L4 is major pe repair.

